161630Z JAN 02 PRESINSURV NORFOLK VA(n) CORRECTION

TO CNO WASHINGTON DC(n)
    CINCLANTFLT NORFOLK VA
    CINCPACFLT PEARL HARBOR HI
    COMNAVSURFLANT NORFOLK VA
    COMNAVSURFPAC SAN DIEGO CA(n)
    COMNAVAIRLANT NORFOLK VA
    COMNAVAIRPAC SAN DIEGO CA
    COMSUBLANT NORFOLK VA
    COMSUBPAC PEARL HARBOR HI
    COMSCLANT NORFOLK VA
    COMSCPAC SAN DIEGO CA(n)
    COMINEWARCOM CORPUS CHRISTI TX
    COMNAVSPECWARCOM CORONADO CA(n)
CC COMNAVSEASYSCOM WASHINGTON DC(n)
    COMSPAWARSYSCOM SAN DIEGO CA(n)
    PEO CARRIERS WASHINGTON DC
    PEO THEATER SURFACE COMBATANTS WASHINGTON DC
    PEO EXW WASHINGTON DC
    COMSC WASHINGTON DC(n)
    COGARD ENGLOGCEN BALTIMORE MD
    CNET PENSACOLA FL
    MSC NFAF WEST SAN DIEGO CA
    MSC NFAF EAST NORFOLK VA
    NETPDTC PENSACOLA FL
    NAVICP MECHANICSBURG PA(n)
    NAVSCSCOL ATHENS GA
    SUPSHIP BATH ME
    COMNAVSUPSYSCOM MECHANICSBURG PA(n)
    NAVMEDLOGCOM FT DETRICK MD(n)
    NAVSURFWARCEN SHIPSYSENGSTA PHILADELPHIA PA(n)
    COMNAVSAFECEN NORFOLK VA(n)
    NEXCOM NORFOLK VA
    SERVSCOLCOM GREAT LAKES IL(n)
    COMAFLOATRAGRU ATLANTIC NORFOLK VA(n)
    COMAFLOATRAGRUPAC SAN DIEGO CA
    SWOSCOLCOM NEWPORT RI(n)
    COMNAVSURFRESFOR NEW ORLEANS LA
    INSURVPAC SAN DIEGO CA(n)
    INSURVLANT NORFOLK VA
    INSURVLANT NORFOLK VA(n)
    FTSCLANT NORFOLK VA
    FTSCPAC SAN DIEGO CA

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INSURVLANT NORFOLK VA
FTSCLANT NORFOLK VA
FTSCPAC SAN DIEGO CA
MSGID/GENADMIN/PRESINSURV//
SUBJ/CORRECTION (1) INSURV SURFACE SHIP MESSAGE NR 012//
REF/A/PUB/NAVSEA/28FEB1995//
REF/B/PUB/NAVSEA/01DEC1994//
REF/C/PUB/NAVSEA/29MAR1991//
REF/D/MSG/NSWC PHILADELPHIA/211930ZJUL1997//
REF/E/INST/OPNAVINST 9640.1A/03SEP1996//
AMPN/NONE AT THIS TIME//
NARR/REF A IS NAVSEA TECHNICAL MANUAL FOR LAUNDRY AND DRY
CLEANING. REF B IS SHIPBOARD LAUNDRY AND DRY CLEANING EQUIPMENT
CATALOG. REF C IS SHIPBOARD HEATING VENTILATION AND COOLING
DESIGN CRITERIA MANUAL. REF D IS ISE ADVISORY 010-97. REF E IS
OPNAV INSTRUCTION FOR SHIPBOARD HABITABILITY PROGRAM.//

POC/J. M. ADAMS/CDR/SURFACE TRIALS/LOC:NORFOLK VA
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POC/PAULL/LT/INSURVPAC/LOC:SAN DIEGO CA/TEL:COMM: (619)556-0146//
POC/MAGIERA/LCDR/INSURVLANT/LOC:NORFOLK VA
/EMAIL:COMM: (757)462-7881 EXT 3096//
RMKS/1. FOR TYCOMS: REQUEST THIS MESSAGE BE READDRESSED FOR
WIDEST DISSEMINATION TO SURFACE UNITS AND ISICS.
2. CONTENTS: THIS IS ONE IN A SERIES OF INSURV
MESSAGES INTENDED TO IMPROVE THE SURFACE FLEET'S MATERIAL
READINESS BY PROVIDING CO'S INFORMATION THAT WILL HELP THEM
MAINTAIN THEIR SHIPS. THIS MESSAGE ADDRESSES THE FOLLOWING
SUPPLY (SP) AND HABITABILITY (HB) ISSUES:
- SELF-SERVICE LAUNDRY
- APPROVED GALLEY DEEP FAT FRYER (DFF)
- DFF SECONDARY THERMOSTAT TESTING PMS PROCEDURES
- PREPARING FOR THE MATERIAL INSPECTION
- SUPPLY MATERIAL INSPECTION OVERVIEW
- HABITABILITY MATERIAL INSPECTION OVERVIEW
3. SELF-SERVICE LAUNDRY: SELF-SERVICE LAUNDRIES MUST USE AUTHORIZED
HEAVY-DUTY, COMMERCIAL EQUIPMENT, INSTALLED IN DESIGNATED,
AUTHORIZED COMPARTMENTS IN ACCORDANCE WITH APPLICABLE GENERAL
SPECIFICATIONS FOR OVERHAUL (GSO) REQUIREMENTS.
A. SHIP'S FORCE INITIATED INSTALLATION OF SELF-SERVICE LAUNDRIES
OFTEN USE UNAUTHORIZED HOUSEHOLD EQUIPMENT (I.E., STACKABLE
COMBINATION WASHER-DRYER UNITS) THAT ARE NOT INSTALLED IAW SHIPBOARD
SPECIFICATIONS. THEY ARE OFTEN ALSO INSTALLED IN UNAUTHORIZED
SPACES, SUCH AS CLEANING GEAR LOCKERS OR SANITARY SPACES. WASHERS
MUST BE INSTALLED INSIDE A COMBING TO PREVENT FLOODING IN CASE OF
MACHINE MALFUNCTION OR INADVERTENT
ISOLATION OF A DRAIN CUT OUT VALVE. DRYERS MUST HAVE AN EMERGENCY
DISCONNECT SWITCH OR MEANS TO ISOLATE ELECTRICAL POWER FROM OUTSIDE
THE SPACE IN CASE OF ALPHA OR CHARLIE FIRES. ADDITIONALLY, EXHAUST
DUCTING FOR DRYERS MUST VENTILATE DIRECTLY OVERBOARD, NOT INTO THE
SHIP'S RECIRC SYSTEM OR DIRECTLY INTO THE SPACE. A SECONDARY LINT
TRAP SIMILAR TO THE SYSTEMS IN THE SHIP'S LAUNDRY MUST BE USED.
B. FAILURE TO ADHERE TO THE REQUIREMENTS FOR LINT TRAPS WILL LEAD TO
A SIGNIFICANT AMOUNT OF LINT ACCUMULATION IN THE DUCTS AND THE
SUBSEQUENT POTENTIAL FIRE HAZARD, THREATENING SPACES SERVICED BY THE
VENTILATION SYSTEM.
ADDITIONAL PROBLEMS CAUSE BY UNAUTHORIZED INSTALLATIONS INCLUDE:
- UNITS ARE NOT/CANNOT BE PROPERLY SECURED WITH SWAY BRACING
CREATING A SAFETY HAZARD.
- REDUCED RELIABILITY AND INCREASED DOWNTIME.
- REDUCED LOAD CAPACITY.
- 1:1 RATIO DOES NOT ALLOW FOR THE DESIGN GOAL OF 3 DRYERS PER 2
WASHERS.
- ELIMINATES FLEXIBILITY OF SINGLE MACHINE REPLACEMENT.
4. AS PER REF A, SELF SERVE LAUNDRY EQUIPMENT SHALL BE
NON-STACKABLE, COMMERCIAL GRADE AS APPROVED BY THE LIFE CYCLE
EQUIPMENT MANAGER. SPECIFIC TYPES OF WASHERS AND DRYERS THAT HAVE
THE CAPACITY OF BEING "STACKED" CAN BE AUTHORIZED. PRIMARY
ADVANTAGES TO THESE TYPES OF UNITS OVER STANDARD STACKABLE UNITS ARE
HIGHER CAPACITY, REDUCED WATER CONSUMPTION, STRONGER DRYER BASE
WHICH BEARS 100 PERCENT ON WASHER TOP, AND INCREASED DURABILITY.
ALL UNITS MUST BE APPROVED BY THE LIFE CYCLE MANAGER, MR. JOE BOWEN,
NAVSEA CODE 9783, (215)897-7925,
AND MEET SAFETY AND PERFORMANCE STANDARDS REQUIRED BY REFS A AND B.

WHEN INSTALLED, UNITS MUST BE PROPERLY SECURED WITH SWAY BRACING AND PROPER VENTILATION PROVIDED AS REQUIRED BY REF C.
5. APPROVED GALLEY DEEP FAT FRYER (DFF): SHIPBOARD DEEP FAT FRYERS ARE REQUIRED TO HAVE A SECONDARY THERMOSTAT THAT IS NONADJUSTABLE (PART OF A MANUAL RESET TYPE CIRCUIT) AND INSTALLED IN CONJUNCTION WITH A SHUNT TRIP FOR EACH DFF UNIT LOCATED IN THE ELECTRICAL DISTRIBUTION PANEL. WHEN PROPERLY INSTALLED AND MAINTAINED, THIS SYSTEM CAUSES DFF TO BE
DEENERGIZED WHEN THE TEMPERATURE OF THE OIL REACHES 430 TO 460 DEGREES FAHRENHEIT.
A. THE FOLLOWING ARE THE APPROVED MAKES AND MODELS OF DEEP FAT FRYERS:
MAKE (CAGE)
FRYMASTER (95284)
H14SC-NSU 7310-01-391-9564
H17SC-NSU 7310-01-391-9561
H22SC-NSU 7310-01-314-1204
NEW FRYMASTER UNITS
FPH117SC SINGLE UNIT
FPH217SC TWO BANK UNIT
FPH317 THREE BANK UNIT
FPH417SC FOUR BANK UNIT
LANG (34931) USN-50 NSN PENDING
EXACT REPLACEMENT FOR HOBART MODEL
NDK50 USN
MIDDLEBY (78770) (FORMERLY TOASTMASTER (TM))
N1403 7310-01-103-9947 (TM MODEL 1403)
N1405 7310-01-103-9949 (TM MODEL 1405)
N1409 7310-01-205-2444 (TM MODEL 1499)
B. REF D ALLOWS HOBART MODELS BUILT PRIOR TO 1995 (NO LONGER AUTHORIZED) TO REMAIN IN USE UNTIL THE END OF THEIR SERVICEABLE LIFE.
C. ENGINEERING AND SUPPLY DEPARTMENTS SHOULD VALIDATE THE TYPE OF UNITS INSTALLED, DATE OF MANUFACTURE AND IF UNIT(S) ARE REACHING END OF EXPECTED SERVICEABLE LIFE, WHAT PLANS ARE BEING MADE TO REPLACE WITH ONE OF THE MODELS LISTED ABOVE.
6. DFF SECONDARY THERMOSTAT TESTING PROCEDURES: PMS PROCEDURES ARE PROMULGATED UNDER MIP 6539/001-38 MRC Q-1R, Q-2R OR Q-5R AND ARE PERFORMED BY AN EM. TESTING OF SECONDARY THERMOSTAT SWITCHES SHOULD BE ACCOMPLISHED BY ONE OF THE FOLLOWING TWO METHODS IAW THE APPLICABLE MRC. ALTHOUGH ACCOMPLISHED BY ENG DEPT, GALLEY WATCH TEAMS SHOULD KNOW WHEN THE TESTING IS DONE. IT IS ALSO A GOOD OPPORTUNITY FOR THE SUPPLY KHAKI AND FOOD SERVICE PERSONNEL TO LEARN ABOUT THEIR EQUIPMENT BY OBSERVING THIS PMS CHECK.
A. FIRST METHOD, SECONDARY THERMOSTAT TEST SWITCH INSTALLED:
THIS SIMPLE CHECK ONLY REQUIRES THE MAINTENANCE PERSON TO HOLD THE SWITCH DOWN AND VERIFY THE OIL TEMPERATURE IS BETWEEN 430 AND 460 DEGREES FAHRENHEIT WHEN THE SHUT DOWN OF THE ELECTRICAL SYSTEM OCCURS. THIS IS THE PREFERRED METHOD BECAUSE IT MINIMIZES TIME REQUIRED TO COMPLETE THE CHECK. IF A TEST SWITCH IS NOT INSTALLED CONTACT THE MANUFACTURER FOR THE CORRECT PART NR TO USE ON THE PARTICULAR MODEL. IF THE UNIT IS CONFIGURED FOR A TEST SWITCH, INSTALLATION CAN BE COMPLETED BY SHIP'S FORCE.
B. SECOND METHOD, SECONDARY THERMOSTATIC TEST SWITCH NOT INSTALLED:
THE PRIMARY THERMOSTATIC SWITCH THAT LIMITS THE TEMPERATURE OF THE OIL TO 425 DEGREES FAHRENHEIT IS BYPASSED BY TAGGING OUT THE

UNIT, JUMPERING AROUND THE PRIMARY THERMOSTAT, CLEARING THE TAG, THEN RETURNING POWER TO THE UNIT FOR TESTING. THE SAME CHECK IS THEN CONDUCTED TO VERIFY THE FRYER SHUTS DOWN WHEN THE OIL REACHES A TEMPERATURE OF 430 TO 460 DEGREES FAHRENHEIT. UPON COMPLETION OF THE CHECK ELECTRICAL POWER TO THE UNIT IS SECURED, THE UNIT IS TAGGED OUT, THE JUMPER WIRES REMOVED,TAGS CLEARED AND THE UNIT IS RETURNED TO NORMAL OPERATION.

7. PREPARING FOR THE MATERIAL INSPECTION (MI). THE SUPPLY (SP)AND HABITABILITY (HB) PORTIONS OF THE MI HAVE BEEN COMBINED INTO ONE METRIC CALLED QUALITY OF SHIPBOARD LIFE (QSL). THE QSL SCORE IS DERIVED FROM COMBINING THE EQUIPMENT OPERATIONAL CAPABILITY (EOC) SCORES OF THE SP AND HB INSPECTIONS. THE EOC FOR ANY PARTICULAR PIECE OF EQUIPMENT IS DERIVED FROM OPERATING THE EQUIPMENT TO ASSESS HOW WELL IT PERFORMS ITS INTENDED PURPOSE. THE MAJORITY OF CHECKS ARE BASED ON PMS AND TECH MANUAL STANDARDS. THE MOST EFFECTIVE METHOD OF PREPARING FOR THE MI IS TO ENSURE THAT ALL EQUIPMENT IS OPERABLE. IN PARTICULAR, FOCUSING ON THE MAJOR PIECES OF SUPPLY EQUIPMENT LISTED IN PARAS 8 AND 9 WILL IMPROVE MI RESULTS AS WELL AS SUPPLY/HAB READINESS.

8. THE FOLLOWING PARAGRAPH PROVIDES AN OVERVIEW OF SPECIFIC DEFICIENCIES MOST COMMONLY FOUND ON MAJOR PIECES OF SUPPLY EQUIPMENT. THESE ITEMS HAVE THE GREATEST IMPACT HOW THE SHIP SUPPLY DEPARTMENT IS ASSESSED DURING THE MATERIAL INSPECTION.

A. DEEP FAT FRYERS:
- NO EMERGENCY DISCONNECT SWITCH INSTALLED.
- OVER-TEMP SHUNT TRIP FAILURE.
- UNIT NOT CALIBRATED.

B. DISHWASHERS:
- WASH, RINSE AND FINAL RINSE TEMPS NOT REACHED.
- GAUGES INOP OR NOT INSTALLED.
- FINAL RINSE PRESSURE (20PSI) NOT REACHED.

C. OVENS:
- UNIT NOT CALIBRATED.
- MIRROR DOORS, DOOR SAFETY LATCH BROKEN.
- TIMER, LIGHT OR BLOWER INOP.

D. STEAM KETTLES:
- COVER LATCH BACK DEVICE BROKEN.
- RELIEF VALVE NOT HYDROSTATICALLY TESTED OR PULL CHAIN BROKEN.
- HAND WHEELS BROKEN OR MISSING.

E. STEAM TABLES:
- FOOD WELLS INOP, DO NOT HEAT TO 180 DEG F.
- MISSING DRAINLINE STRAINERS.

F. ELECTRIC GRIDDLES:
- UNIT NOT CALIBRATED.
- GREASE TRAP WARPED OR BROKEN.
- WIRES HANGING IN GREASE TRAP.

G. GAYLORD HOODS:
- AIR FLOW NOT 1000 FPM.
- PRESSURE/TEMP GAUGE INOP OR NOT REACHING 30 PSI AND 160 DEG F.
- DETERGENT PUMP INOP.
- WASHDOWN LEAKS ONTO ELECTRICALLY OPERATED EQUIPMENT.
- NOZZLES CLOGGED OR POINT IN WRONG DIRECTION.

H. REACH-IN REEFERS:
- UNIT IS BEYOND SERVICABLE LIFE, AND NOT REPLACED.
- DOOR LATCH BROKEN, GASKET CRUSHED.
- UNIT DOES NOT MAINTAIN TEMP.

I. ICE MACHINES:

- UNIT IS INOP.
J. DEEP SINKS:
- BOOSTER HEATER CLOGGED WITH DEBRIS.
- BOOSTER HEATER FAILS TO MAINTAIN 180 DEG F.
- LOW WATER/HIGH TEMP LIGHT INOP.
K. PRESSURE COOKERS:
- DOOR GASKET LEAKS.
L. STOREROOMS:
- DECK GRATING NOT SECURE, TRIP HAZARDS.
- MISSING BATTENS, MATERIAL NOT SECURE FOR SEA.
M. REFRIGERATED STOREROOMS:
- SELF-FALLING DOOR LATCH BROKEN.
- INOP LIGHTING.
N. LAUNDRY WASHERS-EXTRACTORS:
- WATER DOES NOT REACH 130 F.
- THERMOSTAT NOT SET TO WASH FORMULA TEMPERATURE.
- INOPERATIVE DRAIN VALVES.
- INNER DOOR HINGE AND LATCH OUT OF ALIGNMENT.
- WASH MOTOR BRAKE REQUIRES ADJUSTMENT.
O. TUMBLERS- DRYERS:
- THERMOSTATS AND THERMOMETERS NOT CALIBRATED.
- DISPLACED CAPILLARY TUBES.
- PRIMARY AND SECONDARY LINT FILTERS NOT CLEANED.
- BASKET AND DOOR NOT ALIGNED.
- DOOR SWITCH INOP.
P. LAUNDRY PRESSES:
- LACK OF MAINTENANCE/CLEANING.
- INOPERATIVE SAFETY BAR/RELEASE MECHANISM.
- HOODS NOT ATTACHED PROPERLY.
- INOPERATIVE PRESS CONTROLS.
- DETERIORATED COVERS AND PADS.
- FOR MORE SPECIFIC OR ADDITIONAL INFO ON THE ABOVE ITEMS
CONTACT POC'S LISTED IN MESSAGE HEADER.
9. THE FOLLOWING PARAGRAPH PROVIDES AN OVERVIEW OF THE
HABITABILITY MI, LISTING SPECIFIC DEFICIENCIES FOUND IN THE AREA
OF HABITABILITY. THESE ITEMS ARE THE MOST COMMONLY FOUND IN THE
FLEET AND HAVE THE GREATEST IMPACT HOW SHIPBOARD HABITABILITY IS
ASSESSED DURING THE MATERIAL INSPECTION.
A. BERTHING COMPARTMENTS:
- BUNK ITEMS NOT INSTALLED INCLUDING CURTAINS, CORRECT SIZE
MATTRESS, LIGHT, FAN OR HVAC VENT, SAFETY STRAP (SMALL SHIPS),
GRAB ROD, TOWEL BAR AND LINENS.
- RED LIGHTING NOT OPERABLE OR INSUFFICIENT TO SAFELY LIGHT THE
ENTIRE COMPARTMENT.
- LOCKERS NOT NUMBERED OR ARE BROKEN.
- DECK COVERING IS CHIPPED, GOUGED, NOT MAINTAINED OR DIRTY.
- MIRRORS NOT INSTALLED, SCRATCHED OR BROKEN.
- MIRROR LIGHTS INOP.
B. SANITARY SPACES:
- COMMODES ARE INOP OR CRACKED.
- SINKS AND FAUCETS INOP, WITHOUT STOPPERS OR LEAKING.
- STALL DOORS ARE BROKEN OR DO NOT LATCH.
- MIRRORS ARE SCRATCHED OR BROKEN.
- SHOWERS MISSING SOAP DISHES, GRAB RODS, CURTAINS OR FLOOR MATS.
- SHOWERS ARE RUSTED OR POORLY PRESERVED.
- DECK COVERING IS CHIPPED, GOUGED, NOT MAINTAINED OR DIRTY.
- VENTILATION AIRFLOW DOES NOT MEET DESIGN SPECIFICATIONS.

C. CREW LOUNGES:
- ARE NOT PROVIDED IN ACCORDANCE WITH REF E.
- TABLES AND CHAIRS ARE MISSING OR BROKEN.//